

BEAVERTON TRAFFIC COMMISSION  
MEETING MINUTES  
MARCH 7, 2013

**APPROVED**

CALL TO ORDER and ROLL CALL

Chairman Conway called the Traffic Commission meeting to order in the Forrest C. Soth City Council Chamber, 4755 SW Griffith Drive, Beaverton, Oregon, on Thursday, March 7, 2013 at 7:00 pm and called the roll.

Traffic Commissioners present included Ernie Conway, Paul Cohen, John Herring, Amy Johnson and Bill Berg.

City of Beaverton staff included City Transportation Engineer, Jabra Khasho, Police Traffic Sergeant Steve Schaer and Traffic Commission Recorder, Teri Cunningham.

VISITORS

No one from the audience came forward to speak.

STAFF COMMENTS

Mr. Khasho said that the Commission had received three notes from citizens on Chelan Place, all in favor of restricting parking on the fourth Thursday of the month between 7 am and noon.

CONSENT

Chairman Conway reviewed the consent agenda and noted that the only item for review were the meeting minutes of the January 3, 2013 meeting.

Commissioner Johnson proposed that the minutes be approved as written; Commissioner Cohen seconded. Herring MOVED, SECONDED by Commissioner Johnson to approve the January 3, 2013 meeting minutes as written.

Question called on the motion. Commissioners Berg, Cohen, Conway, Herring, Johnson voted AYE. The MOTION CARRIED (5:0)

PUBLIC HEARINGS

**Issue TC 705: Parking Restrictions on SW Chelan Place**

Chairman Conway opened the public hearing regarding TC 705.

*Staff Report*

Mr. Khasho briefly reviewed the report from the last hearing on the same issue. He said the request was from Ms. Ingrid Garoutte and was made to restrict parking on SW Chelan Place on the third Thursday of each month for street sweeping. Her concern is that with cars being consistently parked on the street, it prevents the street sweeper from adequately sweeping the street, which affects the livability and appearance of the neighborhood.

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Mr. Khasho said SW Chelan Place serves 28 dwelling units and each unit has a garage and a driveway. Residents use the street for overflow parking. He said that City Operations staff has indicated that they have difficulty sweeping the streets to City standards when cars are parked on the street.

Mr. Khasho said at the previous hearing, staff recommended restricting parking on the fourth Thursday of each month between 7 am and noon because that is when Operations is scheduled to sweep the street.

Mr. Khasho said after hearing testimony on the January 3 meeting, the Commission voted to reopen the hearing in 60 days and asked the residents of Chelan Place to work through the mediation office to come to a consensus on what they want and how they want the parking to be restricted, if at all. He said on February 13, the mediation office facilitated a meeting at the Greenway Elementary School. Only three people attended the meeting; two at the beginning and after the meeting had wrapped up, another person arrived, but all who attended the meeting were in favor of restricting parking on the fourth Thursday of each month between 7 a.m. and noon.

*Public Testimony*

Ingrid Garoutte, Beaverton, stated that the only thing that the residents are asking to have is clean cul-de-sac. She said that all the residents keep their homes and yards nice and clean and they would like the same for the street.

She said that there are some folks who say they cannot move their cars and park them in their garages because they are full and she doesn't feel that this is an issue that should be a concern because it is their own problem to remedy and it should not be an issue for consideration in this matter.

She said that there is definitely sufficient parking in the garages and driveways and beyond that, many folks are gone between 7 a.m. and noon so there should be no problem with keeping cars out of the street during that time.

She reiterated that all the residents' desire is to have a clean street and a clean neighborhood and said that for years it has not been clean because of the cars parked in the street have prevented the street sweepers from getting to the curbs because of cars being in the way. She said that she sees the street sweeper operator has tried to get the street clean and for the last two weeks he has come in twice to try and clean it and he could only clean the middle of the cul-de-sac because he could not get to the curb.

Commissioner Berg thanked Ms. Garoutte for her testimony and asked if there are other times of the year besides the fall when leaves have fallen when there is debris in the cul-de-sac that needs consistent cleaning.

Ms. Garoutte said that sometimes there is garbage lying around and that she has picked it up because she likes to have a clean street and that there definitely are times when it needs to be cleaned other than during the fall when the leaves come off the trees. She pointed out that

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they live near a busy street, Greenway, and said that it needs to be consistently cleaned because of the proximity to the busier streets, not just when the leaves have fallen.

Chairman Conway asked about the placement of garbage cans on Wednesday mornings, he was curious if the garbage cans have to be placed further out into the street because of the cars being parked there or if the garbage trucks are able to pick them up off the curb.

Ms. Garoutte said that the cans are placed in the street, not the sidewalk, and noted that the garbage collectors have a hard time picking up also.

Chairman Conway asked if the cans are always picked up out of the street on Wednesday evening.

Ms. Garoutte said they are not.

Chairman Conway clarified that his question was whether or not the garbage collectors are actually able to empty the cans.

Ms. Garoutte said that they are with some difficulty.

Commissioner Cohen asked if there aren't cars there on Thursday but the garbage cans have not been retrieved by the residents, will the garbage cans cause a problem.

Ms. Garoutte said that it wouldn't be a problem because some of the neighbors would be willing to pull the empty cans back to the sidewalk even if their rightful owners did not.

Atifa Moussaoui, Beaverton, said that she agrees with Ms. Garoutte. She pointed out that the garbage pickup is automated and the operator doesn't have to get out of the truck, but she has noticed that the operator often has to get out anyway because there are cars parked in the way and he needs to pull the cans out further so that the truck can pick up and empty them. She also said that the cans do sit there for many days before they are removed by the residents and that for the neighborhood to be clean, they should all agree to restricting parking as proposed.

Chairman Conway asked if it's hard to pick up the garbage, if that means that there is sometimes garbage left in the street which might be remedied by street sweeping each month.

Ms. Moussaoui said that is correct.

Stephanie Selser, Beaverton, said she had initiated the mediation that the City facilitated. She said that there is some room for overflow parking in some areas of Chelan Place; however, the problem seems to be occurring in a different part of the cul-de-sac. She also mentioned that there was an issue with cars being abandoned. She said there's a specific area of the cul-de-sac where the parking gets crowded. She noted that there are only a few cars parked on the street during the day and that because the neighborhood felt it was unnecessary, no one besides the three residents present this evening went to the mediation meeting. She said that the three folks speaking tonight at the meeting aren't an accurate representation of all folks that live on the cul-de-sac and that those present differ in that they each park in their garages and pick up their garbage cans in a timely manner.

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She said that she feels that what Ms. Garoutte suggests by restricting parking on the fourth Thursday of the month is what it's going to take to get the street cleaned properly and that they would have to work with people to pick up their garbage cans on that day and she'd be willing to work with the other residents in favor to get that issue resolved as well.

Chairman Conway confirmed that there was no staff follow up and closed the hearing.

COMMISSION DELIBERATION

Chairman Conway asked staff what the street sweepers would do if they arrived to do the street cleaning if there were no cars there but there were still garbage cans in the street.

Mr. Khasho said that if the garbage cans are not picked up the sweeper will have to swerve around the cans just as they do to cars.

Commissioner Berg asked how often the street sweeping schedule might change. He said that right now the schedule indicates that the sweeping will be on the fourth Thursday of the month but he's concerned that putting up a sign indicating that parking is restricted on one day and then the schedule changes, they will need to change the restriction and the signage.

Mr. Khasho explained that the City's Operations department divided the City into sections and have kept this schedule for years and will not change it regularly.

Commissioner Berg asked Sargeant Schaer how long a car can stay parked in the same location before it is a violation of City code.

Sargeant Schaer said that he needed to do some quick research and get back to the Commissioner because he didn't have a Code book to consult.

Commissioner Herring commented that there is no time limit, he knows because he had a similar issue in his neighborhood. He said that his understanding is that as long as a vehicle has valid tags and is parked in front of the residence it belongs to, technically, it can stay there indefinitely.

Sargeant Schaer said he believes that is correct but he wants to confirm it to be sure, and later confirmed that there is no limit for parking if the tags are valid and the vehicle is parked in front of the residence to which it belongs.

Chairman Conway asked if there were further comments or questions for staff. When there were none, he thanked the residents for coming out and for requesting mediation and following through with it.

Commissioner Herring commented that the issue is straightforward and that with the addition of the three extra notes that Mr. Khasho had today, that it means that officially half of the residents have agreed to restrict the parking on the fourth Thursday of the month and now that there have been three opportunities for residents to comment, he has no issue with the suggested written order from staff.

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Commissioner Johnson concurred with Commissioner Herring and said that she felt adequate notice was provided to the neighborhood. She also thanked the residents for following through with the additional step of mediation to see if there would be a concern for other neighbors and agreed that in the absence of opposition, the issue is cut and dry.

Commissioner Berg said that he agrees because he has driven by the location over the past four days on his way to work and has noticed that the same few cars are parked there. He said he agrees with the staff report and added that it doesn't seem as though it should be too much of a burden on the neighbors to move their cars on a single day each month for a few hours.

Commissioner Cohen agreed with fellow commissioners.

Chairman Conway agreed with the other comments made by the commissioners.  
Commissioner Cohen MOVED, SECONDED by Commissioner Berg to approve TC 705 as written.

Question called on the motion. Commissioners Berg, Cohen, Conway, Herring, Johnson voted AYE THE MOTION CARRIED (5:0)

**ISSUE TC 706: Traffic Enhancement Fund Allocations**

Staff Report:

Mr. Khasho said that funding for the Traffic Enhancement program was part of a tax levy that was approved by Beaverton residents in 1996. He said that the funds were to be used for signal improvements, to improve traffic flow and also for neighborhood traffic management like traffic calming, pedestrian improvements, school zone improvements. He said in 1997, City Council directed staff to work with the Traffic Commission to identify specific projects on which to spend the funds.

Mr. Khasho said that between 1997 and 2013, there were 33 projects that the funds were allocated to and approved for funding by the Traffic Commission and City Council. Most of the projects have been completed but there are a few that staff is still working on completing. He said at this time there is no additional revenue for this fund except for interest being collected from the original fund.

He said \$213,000 left in this fund. Some of the projects that were completed cost less than originally projected, leaving additional funds for new projects. Staff is proposing adjusting some project costs and generating a new list of projects.

Project No. 10 – In-house Engineering cost. The funds would also be used to cover various engineering costs such as surveying and other City staff resources needed for traffic enhancement projects. As the number of projects increases, so does the time and data needed to design the projects. Staff recommends increasing the fund from \$20,000 to \$27,460.

Project No. 31 – Traffic Calming Reserve. This fund was established as a Traffic Calming reserve and there is much more money than needed at this time as there are no neighborhoods on the list for traffic calming. Staff is proposing to reduce the fund from \$104,000 to \$83,291 to free some money for Project No. 35, which is a new project.

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Project No. 32 was a Signal Communication Project, upgrading the signal communications system from copper to fiber optic cable. The projected cost of that project was \$179,196, but the final actual cost will be \$126,000.

Project No. 34 was the Signal Conversion on Farmington Road that was approved by the Traffic Commission to convert the fire station signal to a hybrid pedestrian beacon. The final cost for this project is \$10,446.

Project No. 35 – Pedestrian Safety Improvements. Staff is proposing to improved pedestrian safety at three crosswalk locations. Mr. Khasho said the first crosswalk location is on Nimbus at Stratus. At that location, many pedestrians come from the office buildings and cross to the shopping center on the other side, especially during lunch time. He said staff has received many complaints that drivers do not yield to pedestrians.

The next location is on Millikan Way west of Murray Blvd. Pedestrians cross from the office buildings on the south side to go to the shopping center on the north side of the street. Drivers do not yield to pedestrians at this location.

The third location is on Cascade Avenue at the Cascade Plaza. At that location, currently there is a pedestrian refuge island and signage but no marked crosswalk or any other feature to compel drivers to stop for pedestrians. Staff received many complaints from employees who work in that building and also from the management of the shopping center.

The proposal on these locations is a marked crosswalk and a rectangular rapid flashing beacon, which is a new beacon type where the pedestrian presses the button and the beacon flashes yellow, alerting drivers that they have to stop. This type of beacon has been used in Portland but these would be the first locations for this type of flashing beacon in Beaverton.

Staff is asking that the Commission approve the revised funding recommendation as shown in the staff report.

Chairman Conway thanked Mr. Khasho for his report and offered a final call for public testimony. No one came forward to speak and Chairman Conway closed the public hearing.

Chairman Conway asked Mr. Khasho if the funding is supposed to completely balance because there seems to be quite a bit from Project 32 that is unspent, whereas the difference Project 31 would apply to the deficit on Project 35. At the end of Project 31, the reduction amount would go to funding Project 35, but the total reduced in Project 32 wasn't specified as being allocated elsewhere.

Mr. Khasho said that there is more available money in the fund and it doesn't have to balance out exactly between the projects. It doesn't have to balance at the end until everything is done and we are looking at what was budgeted versus what the project cost actually was.

Chairman Conway asked if the portion allocated for Project 31, Traffic Calming Reserve, is reserved for requests for street improvements for traffic calming by neighbors.

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Mr. Khasho said yes, anyone can request traffic calming. Also, currently the road fund has some money allocated for traffic calming in the event that more is needed than is currently allocated in the traffic enhancement fund.

Chairman Conway said he thought that Project 34's initial quote was much higher than the \$10,400 listed in the report.

Mr. Khasho said that the estimate was around \$15,000 originally.

Commissioner Berg asked if there are already crosswalks at the locations mentioned in the proposed Project 35.

Mr. Khasho said on Nimbus, it is an intersection, so legally it is a crosswalk and it is marked at that location. On Millikan, there is not a marked crosswalk, which will need to be added, in addition to possibly adding a refuge island and the flashing beacon. The Cascade location has a refuge island and ADA ramps and signage stating that it is a pedestrian crossing, but it is not marked.

Commissioner Berg asked if the intent is to install a new rectangular beacon at each of the three locations mentioned.

Mr. Khasho said yes.

Commissioner Berg asked if they are the three highest priority locations within the City since there are no other beacons like this installed elsewhere.

Mr. Khasho said that they are the highest priority. Long ago, the City applied for a grant to fund these rectangular flashing beacons but were not awarded the grant money.

Commissioner Berg asked, since there are 3 locations and the total is \$120,000, does that mean that each beacon has a cost of \$40,000?

Mr. Khasho said, yes, and some might be lower and some might be higher, but \$40,000 is a good average.

Commissioner Berg asked the cost of a standard crosswalk without the beacon.

Mr. Khasho said that typically it is around \$7,000 for a marked crosswalk and signage.

Commissioner Cohen asked if the proposed beacons for these locations are different than the red HAWK beacons. He's concerned that it may be confusing to citizens to have different colored lights.

Mr. Khasho clarified that the beacons proposed are not signals and not overhead like the HAWK beacons, it's just a beacon below the sign that flashes quickly to help alert drivers to stop for pedestrians. He said that studies have shown the effectiveness of these beacons is almost 85% at stopping drivers.

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Commissioner Cohen noted that his question wasn't in regard to the effectiveness, but why we are going to use two different types of beacons because he feels it might be confusing for drivers if they are not consistent.

Mr. Khasho said it is determined by the need at each location and the cost. He said that the HAWK signal like the one on Farmington can cost up to \$350,000 whereas these cost around \$40,000 on average.

Vice Chairman Herring said that in front of Columbia Sportswear on Science Parkway has one of these beacons.

Mr. Khasho said that the location on Science Parkway is under Washington County's jurisdiction, not Beaverton's. He noted that Washington County did recently install this type of beacon at a couple locations.

Vice Chairman Herring asked if it is the same type of beacon.

Mr. Khasho said that it is the same type.

Vice Chairman Herring said he noticed that the cost to date on the traffic calming reserve is \$20,000 while the estimated cost is \$83,000 and wondered what the discrepancy is?

Mr. Khasho said that it was a reserve and as we have additional projects it is used to fund them.

Chairman Conway asked where the beacon on Millikan Way west of Murray is. He wondered if it's needed because it's a crossing versus an intersection. He noted that the other location is at an intersection.

Mr. Khasho said that the second and third will be mid-block instead of at an intersection.

Commissioner Cohen asked if there will be two beacons/crossings on Millikan.

Mr. Khasho said that there are a couple crossings on Millikan, one at 154<sup>th</sup> Terrace and the other at the Nature Park. He said that there are not pavement markings there, but there is a refuge island with signs at each location.

Chairman Conway thanked Mr. Khasho for his comments and answers to questions and entertained a motion to accept TC 706 as written.

Commissioner Berg MOVED, SECONDED by Commissioner Johnson to approve TC 706 as written.

Question called on the motion. Commissioners Berg, Cohen, Conway, Herring, Johnson voted AYE. THE MOTION CARRIED (5:0)

OLD BUSINESS  
None



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NEW BUSINESS  
None

Mr. Khasho said there will be no May meeting because there are no issues ready for the Commission to review.

ADJOURNMENT

The March 7, 2013 Traffic Commission meeting adjourned at 7:45 pm.

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Teri Cunningham, Traffic Commission Recorder